

BOB EVANS DOES GREAT DEAL OF EXPLAINING

Talkative Admiral Closely Questioned Regarding His Own Conduct at Santiago.

Captain Sigbee of the Ill-fated Ship Maine a Witness Before Schley Court of Inquiry Yesterday.

Washington, Oct. 1.—The Schley court of inquiry made good headway again today, concluding with Admiral Evans and hearing three new witnesses, although the testimony of one of them was not finished when the court adjourned for the day.

Admiral Evans' testimony was along the same lines as was his statement of yesterday, but some points were presented in greater detail in response to questions by Mr. Raynor.

The new witnesses were Captain Sigbee, who commanded the scout St. Paul during the Santiago campaign; Thomas M. Dineale, a newspaper correspondent, who was on the Texas during the battle of July 3, and Chief Yeoman Gustav E. Becker, who was clerk to Admiral Sampson during the war.

Captain Sigbee's testimony covered his communications to Commodore Schley upon the latter's arrival off Santiago, May 26, 1898, and at subsequent dates, and dealt with the state of the weather at that period. He was asked a great number of questions by the court. Dineale described the loop of the Brooklyn, as seen from the Texas. Mr. Becker testified as to dispatches sent by Admiral Sampson to Commodore Schley.

There were five admirals of the United States navy congregated today within the railing of the gunners' shop in the navy yard where the Schley court of inquiry meets. Admiral Dewey and his associates, Admirals Benham and R. A. Henry, occupied their usual seats as members of the court, and Rear Admiral Schley his customary place at the table set apart for "the applicant" in the witness stand. Rear Admiral Evans, who had been called yesterday, still occupied his position and continued to tell his story of the part taken by him as captain of the Iowa during the historic period of the Santiago campaign.

General sympathy was expressed on the part of the members of the court and those in attendance with Judge Advocate Lemly because of the death of his sister, which occurred yesterday. Captain Lemly was present when the court convened, but immediately withdrew.

Admiral Evans Recalled.
Captain Miller, who commanded the collier Merrimac before she was sunk by Lieutenant Hobson, was called for the purpose of correcting the official record of his testimony given yesterday.

Admiral Evans was then recalled. Mr. Raynor began his interrogations by asking the witness concerning the secret code of signals for communicating with the Cuban insurgents near Cienfuegos. The admiral said that when Captain Chadwick communicated this code to him he did not instruct him to give the information to Commodore Schley. Mr. Raynor then questioned the witness especially as to his interviews with Commodore Schley after the battle of Santiago.

"Yesterday," said Mr. Raynor, "I was speaking of a conversation which I thought you had at Guantanamo on July 5. I find I have made a mistake about that, and if necessary for me to repeat my question, I suppose you will answer in the same way."

He then asked: "Did you have a conversation with Commodore Schley on July 4, sometime during the morning between 8 and 12 o'clock, on his flag ship at Santiago, in the course of which you used language as follows: 'Did you know that Jack Philip had been killed away at the beginning of the battle' and to which Commodore Schley replied: 'You are mistaken about that, Evans; I saw nothing of the kind. The Brooklyn made a turn and you must see the tactical situation that made it necessary.'"

"I do not remember being on board the Brooklyn on the 4th of July. I think it was the 5th, at Guantanamo. I am quite positive I was not on board the Brooklyn off Santiago but once, and that was a long time before that. As to the conversation, I never said to the effect that Captain Philip had run away or attempted to run away."

Never Accused Philip.
"On thinking over last night what did occur with reference to the Texas, I think Commodore Schley and I discussed the position of the Texas when the fight began. The Texas was lying with her head to the east when the engagement began, and she turned with starboard beam and headed off in the same direction as the rest of us. She fired first with her port battery and then put her helm to starboard and headed in the same direction with the rest of the ships. I think that question I discussed with Commodore Schley. I cannot be sure of it, but that I ever intimated that Captain Philip attempted to run away with the Texas is preposterous on the face of it."

"Did you have a conversation with him on the same day, at the same place and at the same hour, or at any other place in which you used substantially the following language: 'I shot the bow off the Pluton, the stein of the Furor, but my helm in starboard and raked the Texas and knocked out the Vizcaya.'"

"To the best of my knowledge and belief I never used such language."

"Were not the commanding officers called on board the flagship Brooklyn on the morning of May 29, after the Colon was discovered?"

"They were."

"Can you tell me or do you recollect what took place at that time?"

"Commodore Schley was in the cabin of the Brooklyn when we assembled, and there was a general talk about the Spanish fleet having been located at last at Santiago. I do not recollect any special conference. I don't think it was in the nature of a conference. I do not recollect now that the officers were asked to express any opinion."

Evans Advises Schley.

"I remember having a conversation with Commodore Schley about the effect of the fighting batteries on the ships, in which I told him of the experience we had had at San Juan, and expressed the opinion to him that it was not worth while to risk fighting there batteries alone; that I did not think anything would be gained by the ships under consideration. The Spanish ships were present in the harbor under the same conditions and have to have to take the risk of the batteries in order to get at them."

"I remember Commodore Schley recollecting before we left that he felt that we should not be risked under the same conditions until the ships were destroyed."

"I called your attention to the fact that McCalla of the appendix explained to the officers that in case

leading vessels, the Cristobal Colon had drawn ahead, leading the chase, and the Colon passed beyond the range of the guns of the leading American ships. The Vizcaya was soon set on fire, and at 1:15 she turned in short and was beached at Aserradero, fifteen miles from Santiago, burning fiercely, etc."

"I have no doubt you read it correctly."

Conflict of Reports.

"Which is correct? If there is a conflict between the commander-in-chief at the time the Vizcaya went ashore, and your report yours at 10:30 and his at 11:15, it becomes a material point to us which one of these specifications is correct."

"The time given in that report of mine was furnished by the navigator and executive officer of the ship. I, of course, did not take the time."

Mr. Raynor then questioned the witness as to the speed the Iowa was making when the Oquendo and the Maria Teresa went ashore. The latter replied that he could only say the ship was going as fast as they could make her go. He thought she must have been going nine and a half knots an hour. In this connection Mr. Raynor asked a number of questions intended to show the admiral's official report and his present statements as to speed were not consistent.

"The Raynor's point was that the official report showed, according to measurements, that the Iowa had made eight miles in half an hour, but the admiral said that while this might be true according to the land measurements, it must be borne in mind that he was running a course at sea."

Admiral Evans was also questioned as to his statements concerning the distance the blockading vessels were out at night. He said yesterday that the vessels of the blockading squadron were further out at night than during the day and Mr. Raynor read a previous statement from him to the effect that "at daylight we closed in."

Vessels Closed Up.
This, the admiral said, was the exact fact, that after being out farther at night the vessels came in closer at daylight. He said that in steaming back and forth at night the vessel just ahead could be seen, but not the vessel at the head of the column. The Maribhead, farther in, could be occasionally seen, but the Vixen never.

"While before Cienfuegos or on the way to Santiago did you have any orders for battle?" asked Mr. Hanna.

"No," responded the witness. "We steamed in column with flankers on each side."

"Had you any instructions as to what to do in case the enemy should appear?"

"We had not."

Admiral Evans was then excused and Thomas M. Dineale, a newspaper correspondent, who was on board the Texas during the Santiago campaign, was called.

Mr. Dineale said when the battle began he had been in the room of the junior officers of the ship and had accompanied Philip, remaining until the captain

had gone to the lower bridge with him. There he had remained until the chase of the Colon began. He had at the time made notes of the battle, and these he read. The Texas was then, he said, heading in the general direction of the Spanish fleet.

Mr. Hanna—Did you see the Brooklyn at any time after the battle began?

"I saw the Brooklyn about ten or fifteen minutes after the battle began. It was the first time I saw her during the action."

Position of Brooklyn.
"Where was she when you first saw her with respect to the Texas?"

"Off the port of the Texas."

"How far away?"

"I have a note at 3:50 in quotation marks, 'Stop both engines, helm starboard.'"

"Who gave that order?"

"Where was the Brooklyn when that order was given?"

"I presume the Brooklyn was in front of the Texas. I saw her a moment later."

Mr. Hanna—Did you make any entries at the time with respect to the passing of the Brooklyn before the Texas?

"Yes, the next line here (reading), 'It was Brooklyn—close shave.'"

"Could she have been half a mile away?"

"I should think not, not anything like it. I would not suppose it was a quarter of a mile when I saw her. I was standing just aft of the conning tower by the entrance. In that way I heard these orders given, and I wrote them down as Captain Philip gave them. I went around to the lee side of the conning tower to find out why we stopped. He (Philip) waved his hand toward the Brooklyn and I saw her. He said: 'Look at that fellow going out to sea.'"

Admiral Dewey—Did you hear Captain Philip give any orders to back the engines?"

"No, sir; I do not remember if I did. I turned away almost immediately."

Admiral Dewey—You would have if he had given the order, wouldn't you?"

Admiral Dewey—You seem to have heard everything else.

"Oh, not everything."

Mr. Dineale said, in response to questions, that he had, on the day of the battle, written a report of the battle, but that these facts had not been given, because Captain Philip had asked him to "make it nice for everybody," and this had been his own inclination. He was then excused for the day and asked to bring his newspaper report of the engagement into court tomorrow.

Mr. Hanna then read a letter which Captain Sigbee had, on May 26, written to Commodore Schley, reporting the Spanish war, was next called. He said that in obedience to orders from Captain Wise, who was his commanding officer, he had proceeded to the vicinity of Santiago, arriving there on the 21st. He told of taking aboard the Cuban pilot, Nunez, and said that he did not have great confidence in that individual. His instructions were to report to Commodore Schley that the Spanish squadron was probably in Santiago harbor. He fell in with the flying squadron on the evening of May 26, the squadron then being twenty or twenty-five miles south of Santiago. He had reported to Commodore Schley that he "knew nothing positively" about the Spanish fleet.

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"In regard to the other matter I beg to make an appeal to the court. This case is one involving reputations. It has been stated by Commodore Schley in an official letter to the United States senate that I expressed a certain belief. Now it has been made a public matter. I think that either the court or the defense should allow me to express under oath what I really said. Whether I expressed that belief or not, it may be technically right to interfere with me, but according to the ethics of the naval service I think the defense ought to permit me to answer that question."

"We have no objection to that," said Mr. Raynor.

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"I stated that we had seen nothing of the Spanish fleet. I stated that I knew nothing positively or absolutely about its movements, but I recited certain events to show that there was a probability of the fleet being in Santiago at that time."

"In regard to the other matter I beg to make an appeal to the court. This case is one involving reputations. It has been stated by Commodore Schley in an official letter to the United States senate that I expressed a certain belief. Now it has been made a public matter. I think that either the court or the defense should allow me to express under oath what I really said. Whether I expressed that belief or not, it may be technically right to interfere with me, but according to the ethics of the naval service I think the defense ought to permit me to answer that question."